

**AGENDA MEMO****PLANNING COMMISSION MEETING DATE: DECEMBER 17, 2009****DEPARTMENT: PLANNING AND DEVELOPMENT****ITEM DESCRIPTION: SDR-36735 - APPLICANT: REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA - OWNER: CITY OF LAS VEGAS**

**** CONDITIONS ******STAFF RECOMMENDATION: APPROVAL**, subject to:**Planning and Development**

1. Approval of and conformance to the Conditions of Approval for Site Development Plan Review (SDR-26815) and Rezoning (Z-0006-81) shall be required, if approved.
2. This approval shall be void two years from the date of final approval, unless a building permit has been issued for the principal building on the site. An Extension of Time may be filed for consideration by the City of Las Vegas.
3. All development shall be in conformance with the site plan and landscape plan, date stamped 11/24/09 and building elevations, date stamped 11/19/09, except as amended by conditions herein
4. No signage area or number of signs is approved as a part of this review. All signage shall be reviewed at the time of permitting by the Building and Safety Department and must adhere to LVMC Title 19.14.060 (C).
5. A technical landscape plan, signed and sealed by a Registered Architect, Landscape Architect, Residential Designer or Civil Engineer, must be submitted prior to or at the same time application is made for a building permit. A permanent underground sprinkler system is required, and shall be permanently maintained in a satisfactory manner; the landscape plan shall include irrigation specifications. The technical landscape plan shall include the following changes from the conceptual landscape plan: landscaping shall be provided within the transition strip for the portion of the trail north of the power poles in accordance with Exhibit 1 of the Master Plan Transportation Trails Element.
6. Pre-planting and post-planting landscape inspections are required to ensure the appropriate plant material, location, size of planters, and landscape plans are being utilized. The Planning and Development Department must be contacted to schedule an inspection prior to the start of the landscape installation and after the landscape installation is completed. A certificate of occupancy will not be issued or the final inspection will not be approved until the landscape inspections have been completed. For all developments/projects.

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7. Reflective glazing at the pedestrian level is prohibited. Glazing above the pedestrian level shall be limited to a maximum reflectance rating of 22% (as defined by the National Institute of Standards and Technology).
8. All mechanical equipment, air conditioners and trash areas shall be fully screened in views from the abutting streets.
9. All utility boxes exceeding 27 cubic feet in size shall meet the standards of LVMC Title 19.12.040.
10. Parking lot lighting standards shall be no more than 30 feet in height and shall utilize downward-directed lights with full cut-off luminaires. Lighting on the exterior of buildings shall be shielded and shall be downward-directed. Non-residential property lighting shall be directed away from residential property or screened, and shall not create fugitive lighting on adjacent properties.
11. A fully operational fire protection system, including fire apparatus roads, fire hydrants and water supply, shall be installed and shall be functioning prior to construction of any combustible structures.
12. All City Code requirements and design standards of all City Departments must be satisfied, except as modified herein.

Public Works

13. Remove all substandard public street improvements and unused driveway cuts adjacent to this site, if any, and replace with new improvements meeting current City Standards concurrent with development of this site.
14. Construct all incomplete half-street improvements on Durango Drive (bus turnout) adjacent to this site concurrent with development of this site.
15. All landscaping and private improvements installed with this project shall be situated and maintained so as to not create sight visibility obstructions for vehicular traffic at all development access drives and abutting street intersections.
16. A Drainage Plan and Technical Drainage Study must be submitted to and approved by the Department of Public Works prior to the issuance of any building or grading permits, submittal of any construction drawings or the submittal of a Map subdividing this site, whichever may occur first. Provide and improve all drainageways recommended in the approved drainage plan/study. The developer of this site shall be responsible to construct such neighborhood or local drainage facility improvements as are recommended by the City of Las Vegas Neighborhood Drainage Studies and approved Drainage Plan/Study concurrent with development of this site.

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17. Contact the City Engineer's Office at 229-6272 to coordinate the development of this project with the Angel Park Trailhead project, Rampart Trail Phase 2 project and any other public improvement projects adjacent to this site. Comply with the recommendations of the City Engineer.
18. Site development to comply with the Cooperative Agreement approved October 17, 2007.

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**** STAFF REPORT ****

PROJECT DESCRIPTION

The applicant is proposing to modify an approved Site Development Plan Review (SDR-26815) by reducing the size of an approved Transit Passenger Facility (Park and Ride) from 2,855 to 1,669 square feet or 42%. The proposed Major Amendment to the approved Site Development Plan Review (SDR-26815) is appropriate on the subject site as it will provide additional transit options for area residents; therefore, approval of the request is recommended. If denied, the Transit Passenger Facility (Park and Ride) would be required to comply with the previously approved Site Development Plan Review.

ISSUES

- The subject Major Amendment is required as the subject building has been reduced from 2,855 to 1,669 square feet or 42%.
- The parent Site Development Plan Review (SDR-26815) was approved by the Planning Commission on 03/27/08.

BACKGROUND INFORMATION

<i>Related Relevant City Actions by P&D, Fire, Bldg., etc and Property Sales</i>	
03/18/81	The City Council approved a Rezoning (Z-0006-81) from N-U (Non-Urban) to C-V (Civic) for the subject site. The Planning Commission and staff recommended approval of the request.
12/22/03	The Planning and Development Department administratively approved a Site Development Plan Review (SDR-19793) for a 70-foot Wireless Communication Facility, Stealth at 100 South Rampart Boulevard.
06/13/05	The Planning and Development Department administratively approved a Site Development Plan Review (SDR-19961) for an 85-foot Wireless Communication Facility, Stealth (Monopine) at 150 South Rampart Boulevard.
04/26/07	The Planning and Development Department administratively approved a Site Development Plan Review (SDR-20336) for a co-location of antennas on an existing 90-foot Wireless Communication Facility, Stealth at 150 North Durango Drive.
02/14/08	The Planning and Development Department administratively approved a Site Development Plan Review (SDR-26333) for a co-location of antennas on an existing 90-foot Wireless Communication Facility, Stealth at 100 South Rampart Boulevard.

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03/27/08	The Planning Commission approved a Site Development Plan Review (SDR-26815) for a 2.43 acre, 141 space Park and Ride Facility on the eastern portion of 138 acres adjacent to the west side of Durango Drive at Westcliff Drive. Staff recommended approval of the request.
07/16/08	The City Council approved a Site Development Plan Review (SDR-27898) for a 472 square-foot Community Recreational Facility (Public) on 72.42 acres at 100 South Rampart Boulevard. The Planning Commission and staff recommended approval of the request.
10/08/09	The Planning and Development Department administratively approved a Site Development Plan Review (SDR-35617) for the co-location of three antennas at the 62-foot centerline of an existing 70-foot tall Wireless Communication Facility, Stealth Design (Monopine) located at 100 South Rampart Boulevard.
<i>Related Building Permits/Business Licenses</i>	
There are no building permits or business licenses related to the subject site.	
<i>Pre-Application Meeting</i>	
11/18/09	<p>A pre-application meeting was held on the indicated date. The following items were discussed at the meeting:</p> <ul style="list-style-type: none"> • A Major Amendment to the approved Site Development Plan Review (SDR-26815) would be required as the subject building is being reduced by 42%. • Conformance to the previously approved Site Development Plan Review (SDR-26815) and Rezoning (Z-0006-81) is required.
<i>Neighborhood Meeting</i>	
A neighborhood meeting is not required, nor was one held.	

<i>Field Check</i>	
11/24/09	<p>A field check was completed on the indicated date. The following items were noted:</p> <ul style="list-style-type: none"> • Staff identified an existing paved lot.

<i>Details of Application Request</i>	
<i>Site Area</i>	
Gross Acres	138.93
Net Acres	2.43 (Limits of Project Area)

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Surrounding Property	Existing Land Use	Planned Land Use	Existing Zoning
Subject Property	Golf Course/Drainage Basin/Public Park	PR-OS (Parks/Recreation/Open Space)	C-V (Civic)
North	R.O.W. (Summerlin Parkway)	R.O.W. (Summerlin Parkway)	R.O.W. (Summerlin Parkway)
South	Public Park/Single Family Detached/Mixed Use)	PR-OS (Parks/Recreation/Open Space)/ L (Low Density Residential)/GC (General Commercial)	C-V (Civic)/R-1 (Single Family Residential)/ U (Undeveloped) [GC (General Commercial) General Plan designation] under Resolution of Intent to C-2 (General Commercial)
East	Multi-Family Residential/Shopping Center/Single Family Detached	M (Medium Density Residential)/SC (Service Commercial)/ML (Medium Low Density)	R-PD16 (Residential Planned Development – 16 Units per Acre)/C-1 (Limited Commercial)/ R-CL (Single Family Compact-Lot)
West	Hotel and Gaming Establishment, Non-Restricted/Golf Course	SC (Service Commercial)/PR-OS (Parks/Recreation/Open Space)	P-C (Planned Community) and C-V (Civic)

<i>Special Districts/Zones</i>	<i>Yes</i>	<i>No</i>	<i>Compliance</i>
Special Area Plan		X	
<i>Special Districts/Zones</i>	<i>Yes</i>	<i>No</i>	<i>Compliance</i>
Special Purpose and Overlay Districts			
C-V (Civic) District	X		Y
Trails		X	By Condition
Rural Preservation Overlay District		X	N/A
Development Impact Notification Assessment		X	N/A
Project of Regional Significance		X	N/A

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DEVELOPMENT STANDARDS

Pursuant to Title 19.06.010, the development standards for a project in a Civic District shall be established by the C-V District approval and any corresponding Site Development Plan approval under Subchapter 19.18.050. The standards shall be designed to ensure compatibility of the development with existing and planned development in the surrounding area. The proposed landscaping, parking, setbacks, and maximum building heights for this project are acceptable. Any future development will require review for determination of appropriate development standards.

The following development standards are proposed for this C-V (Civic) District:

<i>Standard</i>	<i>Provided</i>
Min. Lot Width	>100 Feet
Min. Setbacks <ul style="list-style-type: none"> • Front • Side <ul style="list-style-type: none"> ○ North ○ South • Rear 	34 Feet > 100 Feet > 100 Feet > 100 Feet
Min. Setback from a Primary Arterial Street	30 Feet
Max. Building Height	25.7 Feet
Trash Enclosure	Screened and Covered
Mech. Equipment	Screened
<i>Residential Adjacency Standards</i>	<i>Provided</i>
3:1 proximity slope	>100 Feet
Adjacent development matching setback	n/a
Trash Enclosure	>50 Feet
<i>Landscaping and Open Space Standards</i>	<i>Provided</i>
Parking Area	11 Trees
Buffer:	
Min. Trees	45 Trees (24-inch box trees @ 20 FT O.C.)
TOTAL	56 Trees
Min. Zone Width:	
North - Interior P L (Adj. to C-V (Civic Zone)	5 Feet
South - Interior P L (Adj. to C-V (Civic Zone)	9 Feet
West - Interior P L (Adj. to C-V (Civic Zone)	Zero Feet
East - P L @ ROW (Adj. to Durango Drive)	20 Feet
Wall Height	5 to 8 Feet - Retaining Wall at Rear of Site

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Pursuant to Title 19.04 and 19.10, the following parking standards apply:

Parking Requirement							
Use	Gross Floor Area or Number of Units	Base Parking Requirement		Provided		Compliance	
		Parking Ratio	Parking		Parking		
			Regular	Handi-capped	Regular	Handi-capped	
Transit Passenger Facility	1,669 SF	Determined on a case-by-case basis		136 Spaces	5 Spaces	Y	
TOTAL (including handicap)	1,669 SF			141 Spaces		Y	

ANALYSIS

Pursuant to Title 19.18.050 (H) the subject Major Amendment to a previously approved Site Development Plan Review is required, as the proposed building has decreased approximately 42% in floor area, from 2,855 square feet to 1,669 square feet. The proposed Transit Passenger Facility (Park and Ride) building will serve as a waiting room, restrooms and utility/storage room at the southwest corner of Durango Drive and Westcliff Drive. The proposed reduction in building area is appropriate for the proposed Transit Passenger Facility (Park and Ride) facility; therefore, approval of the subject Site Development Plan Review is recommended.

- **Site Plan**

The project site is located at the eastern edge of a public park and golf course, adjacent to the west side of Durango Drive and terminus of Westcliff Drive. The project site consists of a fully improved paved surface adjacent to a spillway basin that runs north to south along the western boundary of the project. The site plan illustrates a single building with external waiting loading areas. There are two bus drop-off lanes, each with multiple bus bay canopies and seating areas. The parking lot is to the north of the bus and transit center.

The site plan indicates that 141 parking spaces will be provided within the surface parking lot. The parking provided for a development of this nature, transit passenger facility, is determined on a case by case basis. The 141 parking spaces provided are appropriate for a transit center of this size. The parking lot is accessed via the principle, signalized entry at the Durango Drive – Westcliff Drive intersection or the entry/exit at the north end of the site.

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- **Trail**

The Transportation Trails Element of the Master Plan calls for a Multi-Use Non-Equestrian Trail to run along the eastern property line of this project to connect to other existing and future portions of the city's trails network. The plans as submitted depict a slightly modified trail segment due to existing and proposed site conditions. Due to the existing power poles there is no ability to provide a Transition Strip from the power poles south to the entry drive. In front of the transit passenger facility there is a turn-out proposed for passenger loading and unloading that would make it infeasible to provide a Transition Strip in this area. A condition of approval has been added that at the time the technical landscape plan is submitted that landscaping be provided within the Transition Strip north of the power poles in accordance with Exhibit 1 of the Master Plan Transportation Trails Element. Provided all conditions are met, the proposed trail will meet the requirements of the Master Plan.

- **Landscape Plan**

The landscape plan depicts adequate landscape buffer widths at the perimeter of this project site area. The north, south and east perimeter landscape buffers are depicted as having 24-inch box trees planted approximately 20 feet on center to screen the transit center and bus bays from the golf course to the west and the residential development to the east of the project area.

- **Elevations/Floor Plan**

The elevations depict a single story, 25.7-foot high, transit passenger facility or park and ride development with multiple bus bay canopies. The building uses fenestration, both textural and color, to breaking up the massing of the building. The use of different materials and expression lines adds visual interest to both the principle structure and the bus bay canopies. Materials used include weathered steel; smooth finish, textured and painted concrete; decorative stone tile; metal screens and roofing; and low glazing glass.

The floor plan shows that there will be a security/customer service area and concession space in addition to the passenger waiting area and public restrooms. The plan also depicts an outside canopied patio area and both inside and outside ticket/bus pass vending areas.

FINDINGS

In order to approve a Site Development Plan application, per Title 19.18.050 the Planning Commission and/or City Council must affirm the following:

1. **The proposed development is compatible with adjacent development and development in the area;**

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The proposed Park and Ride Facility use will be located within a City Park. The proposed development is compatible with adjacent development and development in the area.

2. **The proposed development is consistent with the General Plan, this Title, the Design Standards Manual, the Landscape, Wall and Buffer Standards, and other duly-adopted city plans, policies and standards;**

The existing C-V (Civic) zoning district allows for the development standards to be set by the zoning action and/or subsequent Site Development Plan Review. The site plan shows a compatible, suburban transit center that is improving the existing site conditions by actively screening the surface parking lot from the adjacent property.

3. **Site access and circulation do not negatively impact adjacent roadways or neighborhood traffic;**

Durango Drive, a 100-foot Primary Arterial will be the vehicular access point for the development. The primary entrance at the center of the development is already signalized and existing medians will require right hand turns in and out at the north and south entries. Negative impacts should be minimal with regard to adjacent roadways and neighborhood traffic.

4. **Building and landscape materials are appropriate for the area and for the City;**

The building elevations depict design and materials that provide an acceptable building and are compatible with the surrounding residential, commercial, and recreational developments. The proposed landscaping is adequate to screen the site from neighboring properties in this area.

5. **Building elevations, design characteristics and other architectural and aesthetic features are not unsightly, undesirable, or obnoxious in appearance; create an orderly and aesthetically pleasing environment; and are harmonious and compatible with development in the area;**

The proposed building will provide a new aesthetically pleasing development that will facilitate an alternative transportation opportunity (i.e. park and ride) and be harmonious and compatible with other development in the area.

6. **Appropriate measures are taken to secure and protect the public health, safety and general welfare.**

The proposed plan will not impact public health, safety or welfare since the development will be subject to the International Building Code and City inspections during construction of the building as well routine business license inspections for any commercial activities.

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NEIGHBORHOOD ASSOCIATIONS NOTIFIED 14

NOTICES MAILED 599

APPROVALS 4

PROTESTS 3

CONCERNS 1